

# JASPER WEEKLY COURIER.

VOL. 15.

JASPER, INDIANA, FRIDAY, JULY 18, 1873.

NO. 21.

PUBLISHED EVERY FRIDAY, AT JASPER

DUBOIS COUNTY, INDIANA, BY

CLEMENT DOANE.

OFFICE.—IN COURIER BUILDING ON  
WEST MAIN STREET.

## PRICE OF SUBSCRIPTION.

Single Subscription, for fifty Nos., \$1 50  
For six months, : : : : 1 00

## RATES OF ADVERTISING.

For square of 10 lines or less, week, \$1 00  
Each subsequent insertion, 75 cts.

Longer advertisements at the same rate.  
A fraction over even square or squares,  
counted as a square. These are the terms  
for transient advertisements; a reasonable  
reduction will be made to regular adver-  
tisers.

Notices of appointment of administra-  
tors and legal notices of like character to  
be paid in advance.

## ANNOUNCING CANDIDATES.

For Township officers, each \$1.00  
For County " " 2.50  
For District, Circuit, or State, 5.00

WILL A. TRAYLOR,

**Attorney at Law,**

JASPER, INDIANA.

Will practice in the Courts of Dubois and adjoining  
counties. Particular attention given to collections.  
Office 1 door East of the St. Charles Hotel.  
Jan 18, 1872-17.

BRUNO BUETTNER,

**ATTORNEY AT LAW,**

And Notary Public,

JASPER, INDIANA.

Will practice in all the Courts of Dubois and ad-  
joining counties, Indiana. July 18, 1873.

HON. JOHN BAKER, CLE. EST. DOANE,  
VINCENNES, JASPER.

**BAKER & DOANE,**

**Attorneys at Law,**

Will practice in the Courts of Dubois county, and  
adjoining counties. Particular attention given to  
collections. Office in the "Courier" building, West Main Street.  
Jan 18, 1872-17.

HENRY A. PEED, W. R. GARDNER,

**PEED & GARDNER,**

**Attorneys at Law,**

Longford, : : : Indiana.

Will practice in the Courts of Dubois and adjoining  
counties. Particular attention given to collections.  
Office in the "Courier" building, West Main Street.  
Jan 18, 1872-17.

**COX & HOLTHUIS,**

**Attorneys at Law,**

Will practice in the Courts of Dubois and adjoining  
counties. Particular attention given to collections.  
Office in the "Courier" building, West Main Street.  
Jan 18, 1872-17.

JOHN C. SCHAFER,

**Attorney at Law,**

JASPER, INDIANA.

Will practice in the Courts of Dubois and adjoining  
counties. Particular attention given to the collection of claims.  
Feb. 24, 1871-17.

C. STEER, REILING

**STEEG & REILING,**

WHOLESALE DEALERS IN

**Groceries Provisions, Teas,**

TOBACCO, CIGARS,

MARKET STREET.

North side between Second & Third St  
LOUISVILLE, KENTUCKY.

P. S.—Prompt attention, to orders from the country  
Sept. 12, 1868-17.

**PALMER HOUSE.**

JEFF. K. SCOTT, Proprietor.

INDIANAPOLIS, INDIANA.

LOCATED in the central portion of the city and  
with the best accommodations for guests.  
January 21, 1870-17.

**FULDA EXCHANGE.**

FULDA, SPENCER COUNTY, IND

BARNEY SCHNEIDER, Prop'r

GOOD accommodations for man and beast. The  
table is always supplied with substantial deli-  
cacies, and the bar with the best of liquors. A share  
of Public patronage is solicited. July 24, 1874-17.

**Rockport & Jasper Mail Route.**

THE undersigned having received the  
contract for carrying the mail to  
Rockport, respectfully informs any one  
desiring to go to Rockport, that he will  
provide means for carrying them on  
Mondays and Fridays if they will leave  
word on the day before at the Post office  
in Jasper. JOSEPH URRICH.  
July 24th, 1870.

## The First Voyage by Steam from Pittsburg to New Orleans.

Two pamphlets have recently been  
published, entitled respectively, "A Lost  
Chapter in the History of the steam-  
boats," and "The First Steamboat Voy-  
age on the Western Waters," written by  
Hon. J. H. B. Latrobe, of Baltimore,  
which contain much apparently authen-  
tic information in regard to the subjects  
treated. From the latter the following  
extracts are taken, giving an account of  
the first voyage of a steamer down the  
Ohio and Mississippi rivers, from Pitts-  
burgh to New Orleans.

Mr. Nicholas J. Roosevelt, the hero of  
the Lost Chapter, married my sister in  
1809; and she made the voyage with him  
in 1811. Its events were the stories I  
listened to in my childhood. The im-  
pressions then made have never been  
effaced. They were deepened when my  
father removed his family to Pittsburgh,  
in 1813, having become interested with  
Livingston and Fulton in the steam na-  
vigation of the Ohio. Here he superin-  
tended the building of the Buffalo, the  
fourth of the steamboats launched at  
Pittsburgh. The second and third were  
the Vesuvius and Anna, already in  
course of construction when the Buffalo  
was commenced and completed before it.  
My playmates were the boys who had  
seen the New Orleans leave for the lower  
Mississippi, only two years before.  
Our playground, on Saturday after-  
noons, was often the ship yard where  
she had been built at the foot of Boyd's  
Hill, on the banks of the Monongahela.  
Steam navigation was the one engross-  
ing thought of Pittsburgh in those days.  
Even children were interested in the  
discussion of it. My memory, therefore  
supplies me with some of the matter of  
my story. I am in possession, besides,  
of my father's letter books of that date.  
His correspondence with Mr. Fulton is  
continuous, and abounded in minute  
detail. No name is mentioned in it  
much more frequently than Roosevelt.  
His experience is often referred to.  
Mrs. Roosevelt, too, is still alive, in a  
green old age; and, in view of the pres-  
ent paper, I have refreshed my memory  
of the stories I listened to at her knee  
by comparing it to her.

Before coming to the voyage itself, I  
may not be uninteresting to state some  
matters germane to the subject by way  
of preface.  
Prior to the introduction of steamboats  
on the Western waters the means of  
transportation thereon consisted of keel-  
boats, and barges ascended as well as  
descended the stream. The flatboat was  
an unwieldy box, and was broken up  
for the lumber it contained on its ar-  
rival at the place of destination. The  
keelboats were long and slender, sharp  
fore and aft, with a narrow gangway  
just within the gunwale for the boatman-  
s; they poled or warped up the stream,  
when not aided by the eddies that made  
their oars available.

When the keelboat was covered with a  
low house lengthwise between the gang-  
ways, it was dignified with the name of  
"barge." The only claim of the flatboat  
or "broadhorn" to rank as a vessel was  
due to the fact that it floated upon water  
and was used as a vehicle for transporta-  
tion. Keelboats, barges and flatboats  
had prodigious steering oars, and oars  
of the same dimensions were hung on  
fixed pivots on the sides of the last named,  
by which the shapeless and cum-  
bersome contrivance was in some sort  
managed. Ignorant of anything better,  
the people of the West were satisfied  
with these appliances of trade in 1810.

Whether steam could be employed on  
the Western rivers was question that its  
success between New York and Albany  
was not regarded as having entirely  
solved; and after the idea had been sug-  
gested of building a boat at Pittsburgh to  
ply between Natchez and New Or-  
leans, it was considered necessary that  
investigations should be made as to the  
currents of the rivers to be navigated in  
regard to the new system. These inves-  
tigations Mr. Roosevelt undertook, with  
the understanding that if his report  
were favorable, Chancellor, Livingston,  
Mr. Fulton, and himself were to be  
equally interested in the undertaking.  
The Chancellor and Fulton were to sup-  
ply the capital, and Roosevelt was to  
superintend the building of the boat and  
engine. For this duty, as has already  
been shown in the Lost Chapter, the  
latter was peculiarly well qualified. He  
accordingly repaired to Pittsburgh in  
May, 1809, accompanied by his wife, to  
whom he had but recently been married.

The only means of conveyance to  
New Orleans, where his investigations  
were to terminate, were the keelboats,  
barges, and flatboats, already described.  
None of those then in use were suited  
to Mr. Roosevelt's purpose; and for the  
accuracy of his examination rather than  
the speed of the voyage, he built a boat,  
with which he made the voyage. Return-  
ing to New York by sea, in January, 1810,  
Roosevelt's report was so favorably  
received by Fulton, Livingston, and other  
capitalists that he was sent out in the  
following year (1811) to Pittsburgh, to  
superintend the building and launching  
of the first steamboat on the Western  
waters. The size and plan of the first

steamboat had been determined on in  
New York, and had been furnished by  
Mr. Fulton. It was to be 116 feet in  
length, with 20 feet beam. The engine  
was to have a 34-inch cylinder, and the  
boiler and other parts of the machinery  
were to be in proportion. The timber  
for the boat had to be cut down from  
forests, and then sawed in the old-fash-  
ioned pits. There were many causes of  
delay. At length, however, the work  
was completed at a cost of \$38,000.

As the New Orleans approached com-  
pletion, and when it became known that  
Mrs. Roosevelt intended to accompany  
her husband on the voyage, the numer-  
ous friends she had made in Pittsburgh  
united in endeavoring to dissuade her  
from what they regarded as utter folly,  
if not absolute madness. Her husband  
was appealed to. He was told that he  
had no right to peril his wife's life, how-  
ever reckless he might be of his own.  
Mrs. Roosevelt, too, expected before  
long to become a mother, and this was  
held to enhance the offense which the  
good people of Pittsburgh fancied he  
was committing. But the wife believed  
in her husband; and in the latter part of  
September, 1811, the New Orleans, after  
a short experimental trip up the Monon-  
gahela, commenced her voyage. Mr.  
Roosevelt and wife were the only pas-  
sengers. There was a captain, and an  
engineer named Baker, Andrew Jack, the  
pilot, six hands, two female servants, a  
man waiter, a cook, and an immense  
Newfoundland dog named Tiger. Thus  
equipped, the New Orleans began the  
voyage which changed the relations of  
the West—which may almost be said to  
have changed its destiny.

The people of Pittsburgh turned out  
in mass, and lined the banks of the Mo-  
nogahela to witness the departure of  
the steamboat, and shout after shout  
rent the air, and handkerchiefs were  
waved, and hats thrown up by the way  
of "good speed" to the voyagers, as the  
anchor was raised, and heading up  
stream for a short distance, a wide cir-  
cuit brought the New Orleans on her  
proper course, and steam and current  
aiding, she disappeared behind the first  
landmarks on the right bank of the Ohio.  
Too much excited to sleep, Mr. Roose-  
velt and his wife passed the greater part  
of the night on deck, and watched the  
shore, covered then with an almost un-  
broken forest, as each after each, and  
land after land were passed at a speed of  
eight or ten miles an hour. The regular  
working of the engine, the ample sup-  
ply of steam, the uniformity of the speed  
inspired at last a confidence that quieted  
the nervous apprehensions of the trav-  
elers. Mr. Jack, the pilot, delighted  
with the facility with which the vessel  
was steered, and at a speed to which he  
was so little accustomed, ceased to ex-  
press misgivings and became as sanguine  
as Mr. Roosevelt himself in regard to  
the success of the voyage. The very  
crew of thirty-five men were excited  
with the novelty of the situation; and  
when the following morning assembled  
all hands on deck to return the cheers  
of a village whose inhabitants had seen  
the boat approaching down a long reach  
in the river, and turned out to greet her  
as she sped by, it probably shone upon  
as joyfully as ever floated on the Ohio  
river.

On the second day after leaving Pitts-  
burgh the New Orleans rounded to oppo-  
site Cincinnati, and cast anchor in the  
stream. Levees and wharves were  
things unknown in 1811. Here, as at  
Pittsburgh, the whole town seemed to  
have assembled on the bank, and many  
of the acquaintances of the former visit  
came off in small boats. "Well, you are  
as good as your word; you have visited  
us in a steamboat," they said; "but we  
see you for the last time. Your boat  
may go down the river, but, as to com-  
ing up it, the very idea is an absurd one."  
This was one of the occasions on which  
seeing was not believing. The stay at  
Cincinnati was brief, only long enough  
to take in a supply of wood for the voy-  
age to Louisville, which was reached on  
the night of the fourth day after leaving  
Pittsburgh. It was midnight on the  
first of October, 1811, and people hear-  
ing the noise of the machinery, and see-  
ing the bright fires under the boilers,  
thought that the steamboat was the  
comet, which they supposed had fallen  
into the river. At Louisville a banquet  
was given to Mr. Roosevelt and party  
by the citizens, which was returned by  
a similar demonstration on the boat. The  
water being too low for a passage of the  
falls, the boat returned to Cincinnati,  
where the incredulous citizens were  
wonderfully amazed, notwithstanding  
which they greeted Roosevelt's return  
with marked enthusiasm. After a short  
stay the boat again went to Louisville,  
and there being sufficient water, it passed  
over the falls and continued on its  
way. During this trip occurred the ever  
memorable earthquakes of 1811, the  
shocks of which were plainly felt by all  
on board the boat. When at a point on  
the Mississippi, some distance below  
Cairo, the boat took fire, which, how-  
ever, was extinguished without much loss.

One of the peculiar characteristics of  
the voyage was the silence that prevail-  
ed on board. No one seemed disposed

to talk; and when there was any conver-  
sation, it was carried on in whispers al-  
most. Tiger, who appeared alone to be  
aware of the earthquake while the vessel  
was in motion, prowled about, moaning  
and growling; and when he came and  
placed his head on Mrs. Roosevelt's lap,  
it was a sure sign of commotion of more  
than usual violence. Orders were given  
in low tones, and the usual cheerful  
"aye, aye, sir," of the sailors, was almost  
inaudible. Sleeplessness was another  
characteristic. Sound, continuous sleep  
was apparently unknown. The boat in  
due time safely landed at New Orleans,  
when Mr. Roosevelt and the passengers  
were greeted almost as superior beings.  
The voyage was thus accomplished, ter-  
minating successfully; the navigating of  
the waters of the West was made a fixed  
fact. Its subsequent history is known  
to all.

The "Three Rules" established by  
the Treaty of Washington are chiefly  
designed to define the duties of neutral  
nations toward belligerents. They are  
fortunate and beneficent rules. They  
were wisely adopted as a means  
of enabling Great Britain to make  
amends for its neglect of neutral obliga-  
tions during our civil war. This subject  
is referred to now, not for any discussion,  
but to call attention to the recent speech  
on the general subject of the rules, and  
the Geneva award made by Mr. Glad-  
stone, Premier of Great Britain, in the  
British Parliament. He was hard pressed  
by the opposition for having negoti-  
ated the treaty, or approved the "rules,"  
or submitted to the award, all of which  
were alleged to involve the greatest  
injustice and national humiliation to  
his country. The rules were alleged to be  
legal in effect an ex post facto law, mak-  
ing that unlawful now, which, when  
done or suffered to be done by Great  
Britain, was not unlawful. Mr. Glad-  
stone, with great ability and adroitness,  
and we think with clear truth and man-  
ly statesmanship, broke the armor of his  
enemies when he said: "I do not pre-  
sume to say that the declarations made  
at Geneva give us the means of saying  
with absolute certainty that it was not  
true (as claimed by the opposition), but  
the opinion of those who are most com-  
petent to judge, and who have most  
carefully and completely mastered the  
effect of the whole proceedings at Gene-  
va, is that the three rules did not, either  
in whole or in part, bring about the  
award; that, if the three rules had not  
been included in the treaty, the award  
would have been the same; and that the  
award depended on the arbitrators' view  
of the obligations of international law,  
not upon the principles embodied in the  
three rules. [Hear! Hear!]

This proposition touches the pith and  
marrow of the whole subject. Great  
Britain did wrong, violated neutral duty,  
made itself liable in damages under the  
law as it then existed. But the govern-  
ment of that nation had denied this  
truth. It did not want to offend or hu-  
miliate its own self-pride by a direct  
admission that the denial was false. But  
its rulers did want to adjust the contro-  
versy, and make honorable amends, and  
therefore some mode must be adopted  
to accomplish this result. It was found  
in these rules. They were harmless and  
proper, because they merely recognized  
pre-existing international law and duty.  
That was all. But they appeared to do  
more, and thereby afforded a clever  
mode of telling Great Britain, "Come  
down." That is the end they sought and  
attained. It saved direct humiliation  
and gave us satisfaction. It solemnly  
recognized that to be law and duty, be-  
tween nations, which the United States  
had all the time claimed. It was there-  
fore an American vindication and tri-  
umph, so far as the three rules go. It is  
the true and only safe policy for our  
country to accept, and maintain the con-  
struction adopted by Mr. Gladstone as  
the true and safe construction. It can  
never injure, but must always be bene-  
ficial to us as a nation. It rests in fact  
upon the traditional policy of our coun-  
try. It was first announced as American  
doctrine in the matchless proclamation  
issued by President Washington on  
April 22, 1793, at a time when all Europe  
was in sanguinary strife. That great  
act fixed our policy on that subject to  
the present hour, and we may hope for  
all time. Let our country take the Pre-  
mier at his word, and accept his as the  
authoritative words of his country, be-  
cause they happily coincide with our  
own views and best interests, and will  
best tend to promote the peace and har-  
mony of the world.—State Sentinel.

A female dog belonging to Joseph  
McLaughlin, of this city, gave birth to a  
wee small pig last Saturday. The mo-  
ther tenderly provides his pigship with  
its lactal meals, and both dog and pig  
are doing well. This is no sensation,  
quit the naked truth.—N. A. Ledger.

A father in consoling his daughter  
who had lost her husband, said: "I don't  
wonder you grieve for him, my child;  
you will never find his equal." "I don't  
know as I can," responded the sobbing  
widow; "but I'll do my best." The  
father felt comforted.

The Columbus papers don't have  
any editorials now, the alleged cause  
being that "the thermometer is up to  
three shirt collars a minute."  
Springfield (O.) Republican.

## Two Historical Figures.

The following pathetic story is trans-  
lated from the German Journal, Scepter  
and Crown: "Sire," said the wife of  
Maximilian to Napoleon, with heartfelt  
but gentle voice, "pardon the wife who  
speaks for the honor and life of her  
husband. If I, in my zeal, have allowed  
myself to be carried on to too bold  
defense of the cause which to me is the  
highest and noblest—it could not have  
been otherwise. Sire, I beseech you,  
for the sake of eternal mercy, have com-  
passion. Give us yet a year's protec-  
tion; or give us gold, if the blood of  
France is precious to you." And with  
an undescribably beseeching look of an-  
guish she looked at this man, from  
whose mouth the word of hope might  
be sounded which she might carry on  
the wings of love and joy to her hus-  
band pining afar, in order to inspire his  
despairing soul with new strength.—  
With cold tone replied Napoleon:—  
"Madame, the greatest service one can  
render ladies in serious moments is  
complete truth and candor. It would be  
a crime towards your Majesty if I were  
to offer to you hopes which could not  
be realized. My resolves are unalter-  
able, like the necessity which has dictat-  
ed them. I have nothing more left for  
Mexico—not a man, not a dollar." Then  
the features of the Empress became con-  
vulsed in horrible fashion; the white of  
her eyes became the color of blood;  
her glances had a flaming, phosphores-  
cent glow; her lips parted wide back  
from her splendid white teeth. With  
arms outstretched, she stepped towards  
the Emperor, and, driving forth her  
words between the partings of her heav-  
ily-lashed, she cried, with a voice that  
sounded more than human. "Yea it is  
true—the picture of my dreams, the  
horrible phantasy of my fights! There  
he stands before me with the beaker of  
blood—that demon of hell—the mur-  
derer of my family! Murder my hus-  
band, smiling devil! Murder me, the  
grandchild of Louis Philippe—of that  
king who snatched thee from misery  
and saved thee from the scaffold!" The  
Emperor retreated slowly to the door,  
as before the apparition of a specter.  
The Empress remained standing, and,  
stretching out her hand, cried again,  
while her features became still more  
disfigured and her eyes more wildly  
glaring: "Begone, man! but take with  
thee my curse—the curse which God  
hurled at the head of the first murderer.  
Thy throne shall fall into ruins; flames  
shall destroy thy house; and when thou  
hast been cast down to the dust from  
which thou emerged, sinking in shame  
and impotence, then shall the Angel of  
Vengeance cry to thy despairing soul,  
in mournful tones, the names 'Maximilian  
and Charlotte.'"

The law's delay has brought its  
legitimate result in the case of Stokes.  
While waiting for new trials a law has  
been passed by the Assembly of New  
York, making conviction of murder in  
the first degree dependent upon proofs  
so undeniable that anything short of an  
actual eye-witness will not be admitted  
as evidence. This will end the reign of  
circumstantial evidence, which, in its  
day, has wrought much evil; still, by  
casting it out, many a rascal richly de-  
serving of the gallows, will be permit-  
ted to go unhung.

The Leavenworth, Kansas, Times  
says: The farmers of this region have  
glenned their wheat fields and are rejoic-  
ing over the bountiful harvest. The  
rich soil of Kansas never yielded more  
generously than it has this year, and in  
consequence, brighter and better times  
for all are anticipated. The samples of  
grain exhibited prove that the quality is  
of the finest. If Kansas fall wheat this  
year is graded below the best of winter  
wheat from the fields of other States,  
we will conclude that injustice has been  
done.

A Connecticut paper tells of a man  
in that village who owns a goat, while  
stooping over picking strawberries, on  
Tuesday, Billy, who was watching him,  
took offence at the motion, and making  
a running jump at the exposed position,  
knocked the man, berries and dish, clear  
through a lattice fence, into the next  
garden. He is able to be about, but his  
wife brings a cushion when he sits down.  
A goat skin is nailed on his barn, that  
can be bought cheap.

The late father of the President  
left an estate valued at \$100,000. Twen-  
ty years ago it is stated that he had ac-  
quired at least \$50,000, so that he has  
not grown immensely wealthy within  
the last two decades.

President Grant had a bad scare  
last evening; one of his bulletp pups  
was sick at the stomach. The consulta-  
tion disclosed the fact that his meat had  
not been cut fine enough.

The Columbus papers don't have  
any editorials now, the alleged cause  
being that "the thermometer is up to  
three shirt collars a minute."  
Springfield (O.) Republican.